

19980827.ba v02_n187.bam.980827

>From ???@??? Fri Aug 28 00:44:01 1998
Message-Id: <199808272055.PAA15701@sco.theporch.com>
Date: Thu, 27 Aug 1998 15:53:35 CDT
Subject: BOATANCHORS digest 2187

BOATANCHORS Digest 2187

Topics covered in this issue include:

- 1) Railway Express
by Terry Muncey <tsm@electrosys.com>
- 2) Re: Railway Express
by Charles Ring <charlesr@infonline.net>
- 3) Re: Replacing EFJ Fused Plugs
by jackiv@juno.com (John M Iverson)
- 4) Tek HV probe questions
by Scott Townley <nx7u@primenet.com>
- 5) Need transformer
by rlahlum@juno.com (Ross J Lahlum)
- 6) Re: Tek HV probe questions
by "Arden Allen" <gumbear@pacbell.net>
- 7) re: 1956 and DX-100
by Mike Warren <m_warren@compuserve.com>
- 8) RE: 1956 and DX-100
by Ed Sieb <esieb@gmsiworld.com>
- 9) Problem with Hallicrafters HT-4
by "Brickey, Peter" <peter.brickey@compaq.com>
- 10) Pictures of new find.
by john <johnmb@mindspring.com>
- 11) trade heathkit HA-10 Warrior for SB-200/220
by zeitler@ibm.net
- 12) RE: Pictures of new find.
by Ed Sieb <esieb@gmsiworld.com>
- 13) Would like your suggestions on T-195/R392 Power Supply
by "Bruce J. Howes KG2IC" <bhowes@buffnet.net>
- 14) Morrow Receiver Query
by rwayne@CTC.Net
- 15) Re: Pictures of new find.
by thompson@mindspring.com

Message-ID:

<c=US%a=_ecs%p=ElectroSys%l=WEBMASTER-980827025123Z-508@webmaster.eletrosys.com>
From: Terry Muncey <tsm@electrosys.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Railway Express

Date: Wed, 26 Aug 1998 21:51:23 -0500
MIME-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Content-Transfer-Encoding: 7bit

I've been grinning reading about the Railway Express commentary.

Obviously some people had better luck with the old Railway Express than I did. I remember distinctly in my early days in the video business (ca. 1960), every time something was shipped by a supplier or by me to a client, it either got demolished, lost or both. Totally unsatisfactory! Then we switched to Texpack Express (a Texas common carrier). Every item that I sent by Texpack Express that had a name on the box such as Sony, Panasonic or something of obvious consumer interest, simply got picked up from my place and never got to the destination. We had a constant stream of complaints and claims for "lost" but really stolen packages. So to thwart the explosion of thieves, we started double boxing items with a plain outer box and put Nuclear labels on the package warning of eminent death or other unhealthful circumstances if the package was opened by "unauthorized" persons. This worked as our "lost" packages that were 8 of ever 10 that we shipped was instantly reduced to less than 1/2 of 1%!! The power of advertising. Then UPS came to Texas, and for the first 15 years, UPS was a great common carrier, but now they are on the downside of the 3 cycles in a business' life (if you want to know what they are, email me and I'll tell you). Unfortunately, UPS is now in the old Railway Express syndrome . . . and so goes history. I guess if you live long enough you will see the ebb and flow of commerce . . the life and death of companies, and that is really the problem of getting old, when you start remembering all of this stuff, you start reminiscing about nickel beer and 4 cent cokes and 16 cent/gallon gas . . . oh bring on the good ole days!

Terry Muncey - W50AS

Hey Jack, was this one clean or not???? - Change your log from WB50AS to just W50AS, but I'm still Old And Senile !!

-----Original Message-----

From: Old Tube Radios [SMTP:boatanchors@theporch.com]
Sent: Wednesday, August 26, 1998 8:20 PM
To: Old Tube Radios
Subject: BOATANCHORS digest 2186

BOATANCHORS Digest 2186

Topics covered in this issue include:

- 1) Re VT62
by philip mccooy <dgnova@erols.com>
- 2) National Speaker ID
by Nick England <nick@cs.unc.edu>
- 3) Weird Tube ID: mystery solved!
by John Poulton <jp@cs.unc.edu>
- 4) RE: Replacing the BC-348-Q capacitors
by "Roy S. Morgan" <roy.morgan@nist.gov>
- 5) Re: Railway Express
by thompson@mindspring.com
- 6) Trade Wanted
by Chip Owens <owens@atd.ucar.edu>
- 7) Railway Express
by Steve Berg <z931086@corn.cso.niu.edu>
- 8) Old Timey Railway Express
by Spencer Petri <spetri@e-tex.com>
- 9) Re: Railway Express and Nothing in old rig...
by "Owens, Clarence" <owensc@nebeng.otis.com>
- 10) Railway Delivery
by Sandra L Knepper <slkst29+@pitt.edu>
- 11) Replacing EFJ Fused Plugs
by Ed Tanton <n4xy@att.net>
- 12) RE: Railway Express and Nothing in old rig...
by Ed Sieb <esieb@gmsiworld.com>
- 13) RE: Railway Delivery
by Ed Sieb <esieb@gmsiworld.com>
- 14) An easy way to use the SB-10 (or even the BW 51SB)
by thompson@mindspring.com
- 15) ART-13 lives again and a ?
by Bill Wilson <billo@internettpport.net>
- 16) Re: Railway Delivery
by Richard Loken <richardlo@devax.admin.athabascau.ca>
- 17) FT243 Crystal Fun
by "Allan D. Fritsche" <fritsche@email.msn.com>
- 18) RE: FT243 Crystal Fun
by Ed Sieb <esieb@gmsiworld.com>
- 19) RE: FT243 Crystal Fun
by Ed Sieb <esieb@gmsiworld.com>
- 20) FS: mil mans & books
by Ethan <ethan@olywa.net>
- 21) CCA National Convention Update
by "Jay H. Miller" <jmiller@teleteam.net>

<< Message: Re VT62 >> << Message: National Speaker ID >> <<
Message: Weird Tube ID: mystery solved! >> << Message: RE: Replacing
the BC-348-Q capacitors >> << Message: Re: Railway Express >> <<
Message: Trade Wanted >> << Message: Railway Express >> << Message:
Old Timey Railway Express >> << Message: Railway Delivery >> <<
Message: Replacing EFJ Fused Plugs >> << Message: RE: Railway Express

and Nothing in old rig... >> << Message: RE: Railway Delivery >> <<
Message: An easy way to use the SB-10 (or even the BW 51SB) >> <<
Message: ART-13 lives again and a ? >> << Message: Re: Railway
Delivery >> << Message: FT243 Crystal Fun >> << Message: RE: FT243
Crystal Fun >> << Message: RE: FT243 Crystal Fun >> << Message:
FS: mil mans & books >> << Message: CCA National Convention Update >>

Message-ID: <35E4CB22.66DB@infonline.net>
Date: Wed, 26 Aug 1998 22:57:38 -0400
From: Charles Ring <charlesr@infonline.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: boatanchors@theporch.com
Subject: Re: Railway Express
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Terry Muncey wrote:

>
> I've been grinning reading about the Railway Express commentary.
> Obviously some people had better luck with the old Railway Express
> than I did. I remember distinctly in my early days in the video
> business (ca. 1960), every time something was shipped by a supplier or
> by me to a client, it either got demolished, lost or both. Totally
> unsatisfactory! Then we switched to Texpack Express (a Texas common
> carrier). Every item that I sent by Texpack Express that had a name
> on the box such as Sony, Panasonic or something of obvious consumer
> interest, simply got picked up from my place and never got to the
> destination. We had a constant stream of complaints and claims for
> "lost" but really stolen packages. So to thwart the explosion of
> thieves, we started double boxing items with a plain outer box and put
> Nuclear labels on the package warning of eminent death or other
> unhealthful circumstances if the package was opened by "unauthorized"
> persons. This worked as our "lost" packages that were 8 of ever 10
> that we shipped was instantly reduced to less than 1/2 of 1%!! The
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> years, UPS was a great common carrier, but now they are on the
> downside of the 3 cycles in a business' life (if you want to know what
> they are, email me and I'll tell you). Unfortunately, UPS is now in
> the old Railway Express syndrome . . . and so goes history. I guess
> if you live long enough you will see the ebb and flow of commerce . .
> the life and death of companies, and that is really the problem of
> getting old, when you start remembering all of this stuff, you start
> reminiscing about nickel beer and 4 cent cokes and 16 cent/gallon gas
> . . . oh bring on the good ole days!
>
> Terry Muncey - W5OAS

Notice how UPS has now come up with a long laundry list of new fees for as many detailed "services" as any bank could dream up?

73 de W3NU

To: Old Tube Radios <boatanchors@theporch.com>
Cc: boatanchors@theporch.com
Date: Wed, 26 Aug 1998 18:29:25 CDT
Subject: Re: Replacing EFJ Fused Plugs
Message-ID: <19980826.183741.9446.1.jackiv@juno.com>
From: jackiv@juno.com (John M Iverson)

Jack Iverson K0EWU jackiv@juno.com

On Wed, 26 Aug 1998 15:47:35 -0400 Ed Tanton <n4xy@att.net> writes:
>Hi Arden... et al... I don't mind if he cuts it (my 3-wire power
>cord-fuse
>box) off... for two reasons: I pretty much don't sell my 'collection'
>once
>obtained... and if I did, the "old" fused-plug cord would go with it.
>
>I couldn't agree more with you that my "solution" is relatively
>cumbersome... but I have one or two absolute boat anchor rules I do
>NOT
>violate: 1. I do NOT use anything with a 2 wire cord that there is ANY
>way
>to avoid; and 2. I don't make no new holes. The external fuse box is
>the
>result of several years of internal debate and strife... it does work,
>it
>does not require new holes, and it won't take be the better/worse part
>of
>half an hour to take the darn (Ranger II) cabinet off. I know there's
>only
>the 8 or 10 screws, BUT: every time you mess with those screws, you
>mess
>them up a little more, and stress the long screws-again. No thanks.
>
>Also, in years long gone, I have managed to blow the fuses on several
>pieces of equipment-including a Ranger I, only to find that everything
>worked-and kept on working-afterwards. I dunno... perhaps it was in my
>somewhat more QRO-oriented misspent youth?
>
>I think taking the cabinet off a large, heavy, piece of equipment is a
>pain, and putting the fuses inside like that... the idea of taking

>THAT
>cabinet off just to replace a fuse? I'd simply never do allow that to
>occur-as long as there was ANY alternative. I have the same problem
>with my
>EFJ and B&W T/R Switches. EFJ: external fused plug... B&W: internal
>fuse.
>Both will get external fuse boxes and 3-wire cords, and their cabinets
>don't exactly weigh a ton.
>
>The idea behind using die-cast boxes is that they will be tough, and
>metal
>(conductive.) The idea behind putting them a foot or so from the AC
>plug is
>so that they can sit on the floor, out of the way, under the desk. Rig
>quits working, you look for 'em. What's the deal on 2 or 3 [2 x 4 x 1
>inch]
>boxes?
>
>As for propriety, I doubt OSHA is planning to visit my shack any time
>soon,
>but if they did, I cannot imagine on what grounds (pardon the
>expression)
>they could object to the idea... they allow all sorts of power
>supplies to
>be wall or ground mounted in the same manner-with only internal wires
>for
>fuses. Heck, as far as I know, UL approves such things (wall warts).
>
>Bottom line is I haven't managed to think of anything "better" in the
>months I have been pondering this question... your suggestions, while
>well
>meant, utterly do not fit my parameters. If anybody else figures out a
>better way, believe me, I'm ready to think about it!!!
>
>Lastly, I did not say ER was GOING to publish it, I said-in effect-it
>seemed like a good place to send my modest article. Whether he prints
>it or
>not is up to him. I won't comment on what else is being published
>there-except to say I greatly enjoy reading most issues cover to
>cover, and
>looking at the pics, and reading the ads. Having put out two different
>local club papers, I fully understand that the difficulties of
>obtaining
>anything to print are enormous, and think Barry deserves much better
>than
>your comments.
> I must agree. barry does a very good job and cannot be our OSHA (or
our osxxt) thanks jack

Question #4: The probe starts derating its max P-P voltage rating at 100kc. I should know, but what are the physics behind the derating? Interior V breakdown? Probe resistor overheating/breakdown? Charging capacitance heating?

Can't wait to apply it to my amps tank circuit but am not ready to meet the Maker just yet.

Thanks all for your indulgence (and some for your assistance!!).

Scott Townley
nx7u@primenet.com

Collector of:

- Stoddard Aircraft EMI/RFI receivers and accessories
- Big Parts for that Big Linear Amp
- 70's era RF test equipment HP/GR/Tek
- Radio-related technical reference material 1940+
- ...anything else that will keep me off the streets at night

To: Old Tube Radios <boatanchors@theporch.com>
Date: Thu, 27 Aug 1998 00:03:00 -0500
Subject: Need transformer
Message-ID: <19980827.000301.12414.1.rlahlum@juno.com>
From: rlahlum@juno.com (Ross J Lahlum)

Looking for a UTC LS-56 transformer to complete a project.
Anybody got one to spare?

Thanks & 73,
Ross KB9JJR

You don't need to buy Internet access to use free Internet e-mail.
Get completely free e-mail from Juno at <http://www.juno.com>
Or call Juno at (800) 654-JUNO [654-5866]

Message-Id: <199808270918.CAA03336@mail-gw2.pacbell.net>
From: "Arden Allen" <gumbear@pacbell.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Tek HV probe questions
Date: Thu, 27 Aug 1998 02:21:07 -0700
MIME-Version: 1.0
Content-Type: text/plain; charset=ISO-8859-1

Content-Transfer-Encoding: 7bit

Hello Scott;

> Question #4: The probe starts derating its max P-P voltage rating at
> 100kc. I should know, but what are the physics behind the derating?
> Interior V breakdown? Probe resistor overheating/breakdown? Charging
> capacitance heating?

Although not authoritative, I'll suggest a couple of reasons. First, because the probe uses capacitive frequency compensation, as frequency increases the probe's capacitive reactance decreases, i. e., it's impedance decreases causing AC (RF) current in the probe to increase. At some frequency the probe becomes practically a short circuit to such high impedance circuits as radio frequency tank circuits. The high skin effect conduction current flowing in the probe (not to mention the havoc caused by detuning the tank circuit) will undoubtedly cause melting of plastic, etc. Secondly, the plastics in the probe are primarily designed for durability to assure a product with a long safety life. Probes made of low loss materials are either too fragile or too expensive to use. Dielectric loss heating can cause damage to a probe alone if nothing else goes amiss as mentioned in the first reasoning.

I believe the greasy stuff is to deal with potential surface creepage which can lead to inaccurate readings and probe failure.

Hope this covers the bases. Work safely!

Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net

Date: Thu, 27 Aug 1998 08:22:14 -0400
From: Mike Warren <m_warren@compuserve.com>
Subject: re: 1956 and DX-100
To: Old Tube Radios <boatanchors@theporch.com>
Cc: BOATANCHORS <boatanchors@sco.theporch.com>
Message-ID: <199808270822_MC2-578F-5196@compuserve.com>
MIME-Version: 1.0
Content-Transfer-Encoding: quoted-printable
Content-Type: text/plain; charset=ISO-8859-1
Content-Disposition: inline

Hi Dave,

Almost exactly my story! My Dad bought me a DX-100 in 1957 when I was a =

Juinox in High School. It was shipped REA. He wasn't a ham, but we assembled it together and got a lot of enjoyment out of it. When I joine=

d
the Navy in 1958, he started studying for his license - had a hell of a
time passing the code test. Finally got it after five tries and one of h=
is
first purchases was a SB-10! We managed to talk to each other for severa=
l
years from my various duty stations. He traded the DX-100/SB-10 in on a
National NCX-3 at Henry Radio in CA. around 1965. I bought and assembled=

the Heath SB line about
the same time while I was stationed on Adak.

=

Message text written by Old Tube Radios
>Date: Wed, 26 Aug 1998 15:47:47 -0400 (EDT)
From: Sandra L Knepper <slkst29+@pitt.edu>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Railway Delivery

=

Back in 1956, my Dad ordered without my knowledge a Heathkit DX-100
transmitter. . . . That was 42 years ago!<

Mike Warren
W5MAZ (in MN)

Message-ID: <01BDD19B.29859BC0@esieb.gmsiworld.com>
From: Ed Sieb <esieb@gmsiworld.com>
To: Old Tube Radios <boatanchors@theporch.com>
Cc: BOATANCHORS <boatanchors@sco.theporch.com>
Subject: RE: 1956 and DX-100
Date: Thu, 27 Aug 1998 09:14:54 -0400
MIME-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Content-Transfer-Encoding: 7bit

And now the _other_ half of the story...
My Dad _threw out_ my DX-100 in 1989!...

But that's another story, for another thread... (BA Nightmares and sob-stories...)

Ed, VA3ES

Message-ID: <418B8B7ACE69D111879B00805F6F281DF83B10@exccup-25006.mis.tandem.com>
From: "Brickey, Peter" <peter.brickey@compaq.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Problem with Hallicrafters HT-4
Date: Thu, 27 Aug 1998 07:41:42 -0700
MIME-Version: 1.0
Content-Type: text/plain

Hi,

I have a Hallicrafters HT-4 transmitter (predecessor to the BC-610) which I have been working on for the past several months. It is now operating great in CW mode, but has a problem when switched to AM mode.

The modulators (pair of 100THs) are fed through an interstage transformer by a pair of 2A3s which, in turn, are fed by an input transformer. I am having a problem in getting the modulator current to average around 120 to 150 mils, even with the speech amp set at full gain using a D-104 mic, I cannot get this current. In checking through the circuit I discovered that the input transformer has no continuity between the grid leads of the secondary (i.e. it reads as open). However, when the HT-4 is on and I put a signal in thru the speech amp I get a signal on the 100THs grids. The input signal to the HT-4 input transformer is 5 Vpp and the signal on the 100THs grids is around 50Vpp. The 2A3 grids are running about a -140V. I turn everything off and put my ohm meter between the 2A3 grids and it reads open, each of the 2A3 grids read open to the B- supply -- what gives? Anybody have any ideas?

Does anybody have a BC-610 input transformer (500 ohm primary, 20K ohm secondary)?

Thanks for any help, ideas

73's Peter K6DGH

Message-Id: <199808271521.LAA17610@camel7.mindspring.com>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Date: Thu, 27 Aug 1998 11:19:32 -0400
To: Old Tube Radios <boatanchors@theporch.com>
From: john <johnmb@mindspring.com>
Subject: Pictures of new find.

Boatists,

An incontrollable fit of madness led me to purchase another project... this time a BIG project. A REALLY big project.

If you've got the time, take a peek at:

<http://www.mindspring.com/~johnmb/550a1.htm>

If you have any idea where I can find a manual, or schematics, please let me know...

If you have a truss I could borrow, this might be handy too. Its paid for but not home yet!

Yours in ever diminishing space (and common sense)
/John

+-----
| John Brewer- WB50AU/4
| AMI #24 Vintage Radio Website
| <http://www.mindspring.com/~johnmb/>
+-----

From: zeitler@ibm.net
Message-ID: <006f01bdd1d1\$6f78ce00\$d7292581@km3g>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: trade heathkit HA-10 Warrior for SB-200/220
Date: Thu, 27 Aug 1998 08:43:21 -0700
MIME-Version: 1.0
Content-Type: text/plain;
charset="utf-7"
Content-Transfer-Encoding: 7bit

Gents,

I have a very nice HA-10 Warrior amp that is currently running four 572Bs vice 811As. Power output is 900 watts with 100 watts drive. The only mod other than the tube swap to the amp is I replaced the mercury vapor

rectifiers with K1AW 14kv 3 amp solid state bricks. No holes were drilled to do this. They were mounted to the underside of the tube sockets that hold the mercury rectifiers.

E reg. is outstanding. Ep unloaded is around 1650 and fully loaded only drops to 1450 vdc and this is on 120 vac+ACEAIQAh- BTW this amp will not run on 230/240. The plate xmfr is set up for 120 volt mains only.

I do have a copy of the manual. The overall cosmetics are very good to excellent and electrically it is outstanding.

I would like to trade it for a nice SB-200 or SB-220 or possibly some other amp. In order to keep the trade even I would take an SB220 w/o tubes, SB200 with tubes, etc...

Lane
KM3G
San Diego

Message-ID: <01BDD1B0.D63E5360@esieb.gmsiworld.com>
From: Ed Sieb <esieb@gmsiworld.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: Pictures of new find.
Date: Thu, 27 Aug 1998 11:50:04 -0400
MIME-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Content-Transfer-Encoding: 7bit

John,
You're a sick man.
Welcome to the club.

Hmmm... is there a 12-step program for people like us?
"(B)AA"

"My name is Ed, and I have too much tonnage."

Message-ID: <005701bdd1d0\$d104d700\$f813f6cd@Moriarty.buffnet.net>
From: "Bruce J. Howes KG2IC" <bhowes@buffnet.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Would like your suggestions on T-195/R392 Power Supply
Date: Thu, 27 Aug 1998 11:38:59 -0400
MIME-Version: 1.0

Content-Type: multipart/mixed;
boundary="-----_NextPart_000_0053_01BDD1AF.481D3E80"

This is a multi-part message in MIME format.

-----=_NextPart_000_0053_01BDD1AF.481D3E80
Content-Type: multipart/alternative;
boundary="-----_NextPart_001_0054_01BDD1AF.481D3E80"

-----=_NextPart_001_0054_01BDD1AF.481D3E80
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: quoted-printable

Hello group.

I am in the process of setting up my GRC19 station and need some input =
on a power supply. Fair Radio has a heavy duty unit available, but I can =
not recall the number. The price was something like \$225 and it weighs =
140 lbs. Any suggestions? Would like something quiet that I can run off =
110/230 vac

73,

Bruce KG2IC

*****=

Bruce J. Howes KG2IC email:kg2ic@amsat.org =
=20
East Amherst, NY 14051 =
web:http://www.buffnet.net/~bhowes
AMSAT-NA Area Coordinator ARMY MARS AAR2AJ =
=20
*****=

-----=_NextPart_001_0054_01BDD1AF.481D3E80
Content-Type: text/html;
charset="iso-8859-1"
Content-Transfer-Encoding: quoted-printable

<!DOCTYPE HTML PUBLIC "-//W3C//DTD W3 HTML//EN">
<HTML>
<HEAD>

Content-Transfer-Encoding: quoted-printable
Content-Disposition: attachment;
filename="Bruce J. Howes.vcf"

BEGIN:VCARD
VERSION:2.1
N:Howes;Bruce;J.
FN:Bruce J. Howes
ORG:European Performance Group
TITLE:President
TEL;WORK;VOICE:(716) 625-8966
TEL;HOME;VOICE:(716) 689-6727
TEL;CELL;VOICE:(716) 622-0678
TEL;WORK;FAX:(716) 625-9714
TEL;HOME;FAX:(716) 689-2880
ADR;WORK:;(716) 625-8800;6511 South Transit Road;Lockport;New =
York;14094;USA
LABEL;WORK;ENCODING=3DQUOTED-PRINTABLE:(716) 625-8800=3D0D=3D0A6511 =
South Transit Road=3D0D=3D0ALockport, New York 14094=3D
=3D0D=3D0AUSA
ADR;HOME;ENCODING=3DQUOTED-PRINTABLE:;;6040 Whitegate =
Crossing=3D0D=3D0A;East Amherst;New York;14051;USA
LABEL;HOME;ENCODING=3DQUOTED-PRINTABLE:6040 Whitegate =
Crossing=3D0D=3D0A=3D0D=3D0AEast Amherst, New York 14051=3D0D=3D0AUSA
URL:http://www.buffnet.net/~bhowes
REV:19980827T153859Z
END:VCARD

-----=_NextPart_000_0053_01BDD1AF.481D3E80--

From: rwayne@CTC.Net
Date: Thu, 27 Aug 1998 15:57:20 -0700
Subject: Morrow Receiver Query
To: Old Tube Radios <boatanchors@theporch.com>
Message-id: <35E5E39E.783B@ctc.net>
MIME-version: 1.0
Content-type: text/plain; charset=us-ascii
Content-transfer-encoding: 7bit

Hello Anchorites,

I recently acquired a Morrow model CM-1 broadcast receiver / Conelrad monitor. I have no documentation.

The receiver receives the broadcast band fine but I discovered that two tubes are missing. One is wired to the two terminal strip on the rear of the chassis. I suspect this is part of some alarm circuitry that activated when the received broadcast carrier was no longer

received.

The second tube socket is located in the front center of the chassis.

I would appreciate any help you can provide on the type of tube required in the two sockets. If anyone can provide a copy of the documentation I will gladly reimburse, etc.

Thanks and 73,

Richard W4LN See you in Shelby Thurs 9-3

From: thompson@mindspring.com

Message-ID: <000801bdd1fd\$7c627400\$0f5556d1@default>

To: Old Tube Radios <boatanchors@theporch.com>

Subject: Re: Pictures of new find.

Date: Thu, 27 Aug 1998 16:58:46 -0400

John,

Hope you are getting schematics of each chassis and even more important a system wiring/control diagram.

Upgrade those 4-250's to 4-400A's or C's. Those solid state rectifiers are at least 872A's replacements. Much bigger than the 3B28 replacements in my Henry 2K.

In a few months I expect a 40DB over 9 sig on 3885!

Dave K4JRB

End of BOATANCHORS Digest 2187
